

19990811.ba v02_n633.bam.990811

>From ???@??? Thu Aug 12 06:35:58 1999
Message-Id: <199908120345.d7C3jXA06640@sco.theporch.com>
Date: Wed, 11 Aug 1999 22:44:44 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2633

BOATANCHORS Digest 2633

Topics covered in this issue include:

- 1) Military Vehicle Radio Expert Needed
by "Ben Hall" <kd5byb@wt.net>
- 2) Need Specs on Johnson Components
by Mike Souhrada <wb9iog@revealed.net>
- 3) RBA-5 CASE
by "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>
- 4) The Tenerife Station and Titanic
by Jerry Proc <jproc@idirect.com>
- 5) Re: U.S.S. MISSOURI Needs Your Help
by William Donzelli <aw288@osfn.org>
- 6) BG-49
by Lenox Carruth <carruth@geo-thermal.com>
- 7) Re: U.S.S. MISSOURI Needs Your Help
by "Roberta J. Barmore" <rbarmore@indy.net>
- 8) Warbird Part (??) needs home.
by David Stinson <arc5@ix.netcom.com>
- 9) The Coming Deluge
by Don <71333.144@compuserve.com>
- 10) Re: The Coming Deluge
by "James C. Garland" <4cx250b@miaavx1.acs.muohio.edu>
- 11) Need magazine articles, will pay all costs
by zeitler@ibm.net
- 12) Re: U.S.S. MISSOURI Needs Your Help
by William Donzelli <aw288@osfn.org>
- 13) Lil' Lulu Pictures on web
by Rich Force <bhabooks@together.net>
- 14) Re: Lil' Lulu Pictures on web
by Rich Force <bhabooks@together.net>
- 15) Re: U.S.S. MISSOURI Needs Your Help
by Jerry Proc <jproc@idirect.com>
- 16) Re: Lil' Lulu Pictures on web
by Jerry Proc <jproc@idirect.com>
- 17) Re: U.S.S. MISSOURI Needs Your Help
by "Steve Hill" <SHILL@onaustralia.com.au>
- 18) WTB: FT-107 & BG 78 BG 79

by Paul Thekan <Paul.Thekan@eimac.cpii.com>
19) DIATHERMY MACHINE & OTHER BOATANCHORS
by "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>

From: "Ben Hall" <kd5byb@wt.net>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Tue, 10 Aug 1999 16:23:13 +500
Subject: Military Vehicle Radio Expert Needed
Message-id: <37b09841.ca8.0@wt.net>

Greetings all... I need some advice about the boatanchors that would have been installed in a 1960's era Mercedes-Benz UNIMOG.

Anyone know that the complement was? Please contact me off list.

Thanks,
Ben

Benjamin D. Hall, KD5BYB
e-mail: KD5BYB@WT.NET

Message-ID: <37B0A744.12A9@revealed.net>
Date: Tue, 10 Aug 1999 17:27:16 -0500
From: Mike Souhrada <wb9iog@revealed.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Need Specs on Johnson Components
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I picked up a "lot" of items last Sunday which included a NIB variable inductor model 229-203-I can't find the specs in any reference I have. Looks like a 28uH value but not sure.

In addition got two types of LARGE variable caps in the package;
153-32-3
153-32-4
They look like "D" type single sections but also can't find any reference to these.
Spacing is larger than normal -assume it was designed for linear pi network or tuner application.
Can someone provide the technical data on the items pse?
Mike
Le Claire, Iowa

Date: Tue, 10 Aug 1999 22:01:52 -0400
From: "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>
Subject: RBA-5 CASE
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199908102202_MC2-8091-3649@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
charset=ISO-8859-1
Content-Disposition: inline

Groups,

I have an empty RBA-5 case free for pickup or for cost of shipping, or just the nameplate. If no one needs it, it will go out with the heavy trash pickup on Thursday, 19 AUG.

Robert Downs
WA5CAB
Houston

Message-ID: <37B0DB9A.864D5FE5@idirect.com>
Date: Tue, 10 Aug 1999 22:10:35 -0400
From: Jerry Proc <jproc@idirect.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: The Tenerife Station and Titanic
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hi Folks,

I've posted a brief story about the Tenerife Coast Station and its significance to RMS Titanic.

<http://www3.sympatico.ca/hrc/haida/radio/4towers.htm>

--

Regards,
Jerry Proc VE3FAB jproc@idirect.com
Web: www3.sympatico.ca/hrc/haida
HMCS HAIDA Historic Naval Ship, Toronto Ontario

Date: Tue, 10 Aug 1999 23:18:23 -0400 (EDT)
From: William Donzelli <aw288@osfn.org>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>, bb6301@msn.com,
JohnD@battleship.org
Subject: Re: U.S.S. MISSOURI Needs Your Help
Message-ID: <Pine.SUN.3.91-FP.990810230849.3902B-1000000@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> They wish to restore the comm systems to their WW-II condition.
> They have little material from that era at this time
> and complete records of the equipment installed then
> are not available. The first step toward the reconstruction
> is knowledge of the equipment used and its installation.

I am very curious to know the reason to bring back the ship's
communications and radar suite back to her 1945-ish configuration.

It seems to me that doing so will basically trash the history past that
point, and certainly the ship has plenty of post-1945 history behind it,
even in the radar and radio rooms.

Anyway, some of the other ships (Massachusetts, for one) have very nice
1945-ish radio and radar suites that were fairly similar to those of the
Missouri.

William Donzelli
aw288@osfn.org

Message-ID: <37B15E36.B361161@geo-thermal.com>
Date: Wed, 11 Aug 1999 06:27:50 -0500
From: Lenox Carruth <carruth@geo-thermal.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BG-49
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Found a BG-49. Strange looking bag. I first thought it must be for
antenna sections but now really wonder as it is an odd shape. Anyone
know what it was for?

--

Lenox

Lenox Carruth Dallas, TX carruth@geo-thermal.com
Collector of WW-II Communications Equipment and Memorabilia

Wanted: TBX accessories, GY-11, WW-II era Sextant

Date: Wed, 11 Aug 1999 08:49:53 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>, bb6301@msn.com,
 JohnD@battleship.org
Subject: Re: U.S.S. MISSOURI Needs Your Help
Message-ID: <Pine.SUN.4.10.9908110813260.29824-100000@indy1>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hi!

Now my grasp of recent history is not very good, but wasn't the Missouri where Japan's surrender was signed?

If so, that would explain the time period chosen by the restorers. The end of WW II is certainly a huge milepost in history. (As was the war itself. People of my generation, who have seen only nasty "brushfire" wars, can't really grasp it. My parents were teenagers during WW II, however, and listening to their recollections I can glimpse shadows of what it must have been like, towering over and influencing every aspect of their world).

Any big restoration project is something like playing "statues;" you have to decide when to cry "freeze!" Usually there are two main options, either when the building, ship, machine (etc.) was last used for its intended purpose, or at some "high point" in its history. Sometimes it is done piecemeal ("This room of the Ditz mansion is shown just as it was when the last surviving heir lived here in 1973; the adjoining kitchen has been restored as it was in 1890, when 23 family members lived here and the salt mines were in full swing." [1]). But more often, the entire thing is put into the shape in which it existed at one particular moment in time and visitors find themselves in the closest thing to a time machine that can be had.

No matter what decision the restorers make, there are always folks who disagree. There was a *huge* flap in the UK when one of the more famous steam locomotives was painstakingly restored to the original paint scheme--it had been painted a bright apple-green in its last days and that

was how everyone remembered it!

They've got to pick *some* point in time. Me, I'm just happy any of our history is preserved at all. In the US, we're *way* too good at bulldozing[2] over our past...and you know what Santayana said about *that!*[3]

73,
--Bobbi

-
1. To the best of my knowledge, the example cited does not exist.
 2. History channel last night produced a surprise: the earliest, non-motorized blade-pushing earthmovers were propelled by *horses,* not bulls. I should've known, as my grandfather made a very good living in just that line of work, thanks to a pair of enormous horses my father still remembers fondly. But why the name? Guess "horsedozzer" does sound a little silly.
 3. "Those who cannot remember the past are doomed to repeat it." Hope I've got the name right; anyway, there's a lot of past history we'd be better off not replaying. The Great Depression, for instance, though I may be the only person worried by the present euphoria on Wall Street.

KB9GKX "RJ" rbarmore@indy.net Roberta J. (Bobbi) Barmore
FISTS #3388 * G-QRP #10001 * ARRL * RSGB * WIA
Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

Message-ID: <37B1845A.93372C09@ix.netcom.com>
Date: Wed, 11 Aug 1999 09:10:34 -0500
From: David Stinson <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Warbird Part (??) needs home.
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I received a part that I have been told is WW-II warbird.
I don't know if it is or not-- if it is, I'd like to
donate it to a good home. Please look at this web page
and see if you can identify this part.

<http://www.arc5.com/military/thing.htm>

Thanks.

(copied to the BA groups in case it's not an aircraft part)

Date: Wed, 11 Aug 1999 11:52:30 -0400
From: Don <71333.144@compuserve.com>
Subject: The Coming Deluge
To: Old Tube Radios <boatanchors@theporch.com>
Cc: dsm <71333.144@compuserve.com>
Message-ID: <199908111154_MC2-8087-A76B@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: 7bit
Content-Type: text/plain;
 charset=us-ascii
Content-Disposition: inline

A recent article in our local newspaper caught my eye because it kind of confirms what I have been thinking about collecting BAs. The article was about the accumulation and distribution of wealth in the U.S. The paragraph that grabbed me was

Demographers predict that with the deaths expected over the coming decade,
the next 10 years will set a record, with perhaps \$6 trillion to \$8 trillion in estates
passing through the inheritance processes.

This reflects my thinking for sure. For some time I have been telling anyone who will listen that we are about to be inundated with hollow state radio gear. Retirees moving south will not want to take it with them and heirs will not want it--period. Unless this hobby suddenly starts attracting a large number of new adherents, there is no way that values and prices can possibly take the strain of what is coming.

I am afraid that we are in for another wave of boatanchor landfill. Those few of us who collect BAs will become very particular because the choices will be many and the prices low. I expect that a lot of gear will not find any buyers and end up at the curb.

Price-wise, I am guessing that even premium brands like Collins and Johnson will be affected. The reason is simple: They were built so well that, relatively speaking, more of them have survived.

And the huge stocks of homebrew parts, receiving tubes, test gear, etc. in the basements of older hams across the land have a bleak future at best. How many more VTVMs do you want in your shack? Even the folks who might use some of the parts for modern-day projects don't want our kind of parts. My oldest son came looking for some resistors the other day and wasn't in the work room 2 minutes before he asked "don't you have any quarter-watt resistors?" And the truth is that I don't have any--they are useless to me. And my 1/2 watt and 2 watt jobs are too big to be useful to him in his computer-controlled robot.

The ancient chinese curse is coming for sure--we are definitely headed for interesting times.

73, Don

Message-Id: <3.0.5.32.19990811123902.007f2250@miavx1.muohio.edu>
Date: Wed, 11 Aug 1999 12:39:02 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: "James C. Garland" <4cx250b@miavx1.acs.muohio.edu>
Subject: Re: The Coming Deluge
Cc: boatanchors@theporch.com
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

What a grim picture you paint, Don! Let me offer a somewhat more optimistic scenario. There is great interest now in collectables of all sorts, with more and more Americans each day scouring flea markets and garage sales for relics of earlier eras. I have a friend, for instance, who collects muffateers, which is something I'd never even heard of, much less thought of collecting. She spends thousands of dollars on the things. EBay, of course, has made the collectable market much more efficient.

I'd guess the majority of collectors are not acquiring items that they remember from youth. Many collectors of, e.g., WWII Nazi memorabilia, were born well after the fall of the Third Reich. They just have an historical interest in the subject.

And so it will be also with vacuum tube shortwave gear. Obviously, the number of these radios in existence will only decrease as the years go by. Those of lesser value and less-than-first-rate condition will probably dwindle away, since the cost of time and money to restore them cannot be justified by their collector value. Many will, as you predict, undoubtedly end up on the curb.

But those well-designed radios that are maintained in good cosmetic condition will likely only appreciate in the long term. I read recently of a 1952 baseball card that sold for \$83,000 to a collector. We've still got a ways to go before our hobby reaches that level! And that's not to mention the collectors who pay \$1M+ for rare stamps.

In once sense, it's still too early for boatanchor collecting to become fashionable. People are still too familiar with vacuum tube technology, and many vacuum tube radios are still in active service. But twenty or thirty years from now, when the majority of collectors will have had no personal experience with the vacuum tube era, such radios will be considered true antiques. The SX-88 that brings \$3000 today may be worth twenty times that

or more in future years.

I expect there to be short term fluctuations in boatanchor prices. Right now, Collins gear seems to be rising in value, with Hallicrafters moving up quickly (at least for the rarer radios). They may very well peak in value and then fall a bit. But in the long term, with personal incomes rising and the supply of collectable radios diminishing, prices have nowhere to go but up. There are more than 300 million people in the United States today, and many will be moving into the age bracket over the next decade when they'll likely become interested in collecting. Their numbers will easily absorb the supply of radios appearing at the estate sales of us old codgers.

73,

Jim Garland W8ZR

From: zeitler@ibm.net
Message-ID: <002f01bee416\$0e37bd60\$2bdc6520@km3g>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Need magazine articles, will pay all costs
Date: Wed, 11 Aug 1999 09:24:56 -0700
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Esteemed Reflectees,

I am in need of the following power supply/dc choke articles:

1. 73 Magazine December 1969 pg 18-21
2. 73 Magazine November 1966 pg 30 - 35
3. CQ Magazine October 1967 pg 30

All articles pertain to building or using dc chokes in power supplies. Many times, as on these great reflectors of "ours", they have more info than be found in just one source.

I will gladly pay for any copying and shipping charges. Will also buy the entire magazine if that is any easier for you.

Thanks for taking the time to read this post. As we used to say on the USS Peleliu LHA-5 "Have a great Navy-Marine Corps day!!!!!"

73s

Lane
Ku7i

Date: Wed, 11 Aug 1999 14:15:46 -0400 (EDT)
From: William Donzelli <aw288@osfn.org>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>, bb6301@msn.com,
JohnD@battleship.org
Subject: Re: U.S.S. MISSOURI Needs Your Help
Message-ID: <Pine.SUN.3.91-FP.990811140517.15419B-1000000@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> *Any* big restoration project is something like playing "statues;" you
> have to decide when to cry "freeze!" Usually there are two main options,
> either when the building, ship, machine (etc.) was last used for its
> intended purpose, or at some "high point" in its history.

Yes, 1945 was her high point, but there was plenty of history in the many years that followed as well. My point is that this history should not be ignored. If the radio rooms are put back to a 1945-ish configuration, what is to become of all of the equipment that came aboard during the many refits? That equipment is just as important, and is also in a unique setting - on battleship still around after the age of the battleship. Retrofitting the radios and radars will destroy this uniqueness, and turn the radio rooms into somethings not nearly as unique, as the 1945 look is being preserved on at least a few of the earlier ships.

William Donzelli
aw288@osfn.org

Message-Id: <4.2.0.58.19990811195242.009ae2c0@pop.together.net>
Date: Wed, 11 Aug 1999 19:59:27 +0000
To: Old Tube Radios <boatanchors@theporch.com>
From: Rich Force <bhabooks@together.net>
Subject: Lil' Lulu Pictures on web
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

Hello All,

Awhile back I reported that I had found a Lil' Lulu 6 meter transmitter which I had purchased back in the 70's. I later found that the few, which were still around, were the commercial version and mine was homebrew. I have finally purchased a digital camera and have put pictures of this rig on the web. Maybe some of you can help me in tracing the lineage of this transmitter. The web site is:

<http://homepages.together.net/~bhabooks/Lulu.html>

I am anxious to hear your comments.

73,

Rich, WB1ASL

Message-Id: <4.2.0.58.19990811210917.0099ddf0@pop.together.net>
Date: Wed, 11 Aug 1999 21:11:41 +0000
To: Old Tube Radios <boatanchors@theporch.com>
From: Rich Force <bhabooks@together.net>
Subject: Re: Lil' Lulu Pictures on web
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

Hi,

The pictures are now up on the Lil' Lulu page. Sorry to those who tried and got text but no pictures.

Operator error strikes again,

73, Rich WB1ASL

Message-ID: <37B1DA57.209DFDC6@idirect.com>
Date: Wed, 11 Aug 1999 16:17:28 -0400
From: Jerry Proc <jproc@idirect.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>, bb6301@msn.com, JohnD@battleship.org
Subject: Re: U.S.S. MISSOURI Needs Your Help
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

William Donzelli wrote:

> Yes, 1945 was her high point, but there was plenty of history in the many
> years that followed as well. My point is that this history should not be
> ignored. If the radio rooms are put back to a 1945-ish configuration,
> what is to become of all of the equipment that came aboard during the
> many refits?

Hi Bill,

You have summarized an important point.

I've not been privy to the intentions of the group wishing to restore the Missouri's radio room back to a 1945 configuration so can't say whether their goal is *practical* or not. While restoring HAIDA's radio rooms back to their 1963 condition, I often pondered what it would have been like to do an *authentic* WWII restoration. With each passing year it becomes more and more difficult. Here are the problems that would be encountered in their order of importance.

1) Money, money, money! No museum ship that I'm aware of has deep pockets or is

financed by some rich philanthropist. The further back the restoration goes, the

more bucks it costs and the more complex it becomes as a result of refits over the service

life of a ship. The general rule for museum ship operation is: beg, ask, plead, or try and

get the goods or services for free. You can only stretch that so far. This issue of finances

has now become so important that the USN will no longer release a ship to a museum or group

unless they can prove that they have sufficient financial means to keep the ship properly maintained

and in a presentable state.

2) Equipment acquisition - Ease of equipment acquisition decreases dramatically the older the

targeted era is. What does one do for all the "holes " created by unobtainable equipment? Bill,

you also raise a good point - what to do with any existing radio gear left behind when the ship was

decommissioned. It would have to be removed to make way for the older gear. The radios being

removed are history in themselves.

3) Infrastructure - There are many services supporting a radio office - ie voice pipes, telephones,

AC power, DC power, transmission lines, power panels, lighting and the other not so apparent

items such as desks and chairs. These would have to be reproduced to WWII configuration. The

placement of bulkheads, doors, the material used in the bulkhead

coverings, ductwork and even

the flooring material covering the deck affects authenticity. As an example, one of the Radio offices

aboard HAIDA has damaged deck tiles as a result of years of water seepage. I am unable to obtain

to locate replacement 9 inch square linoleum floor tiles because no one makes that size any more nor

the colours or patterns that were so popular several decades ago. If the operating desks aboard

Missouri are now metal they would have to be removed and replaced with wooden desks as was

common in WWII days. I can list many other items but I will leave it at that. In my opinion

there would be no point in trying to acquire WWII gear and then fitting it into a non-WWII

infrastructure. It's far better, easier, and less expensive to try and "beef up" what's already there.

4) As a last thought, will the period radio room restoration (especially the antennas) co-ordinate with

the remainder of ship? ie - Is the ship being restored to some specific period?

Even though I put in about 5 years of baseline work to restore HAIDA's radio rooms back to their 1963 configuration, I would rate the level of complexity as "easy to moderate" when comparing it to the task and problems that would be encountered in attempting any WWII radio restoration aboard any surviving warship. Only time will tell if the Missouri restorers will be able to realize their dream based on some of the thoughts which I have outlined here.

--

Regards,

Jerry Proc VE3FAB jproc@idirect.com

Radio Restoration Volunteer

Web: www3.sympatico.ca/hrc/haida

HMCS HAIDA Historic Naval Ship, Toronto Ontario

Message-ID: <37B1DBF9.939267F5@idirect.com>

Date: Wed, 11 Aug 1999 16:24:26 -0400

From: Jerry Proc <jproc@idirect.com>

MIME-Version: 1.0

To: Old Tube Radios <boatanchors@theporch.com>

CC: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: Lil' Lulu Pictures on web

Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

Hi Rich,

I can only see the last picture. The first four don't seem to download.

Rich Force wrote:

> Hi,
>
> The pictures are now up on the Lil' Lulu page. Sorry to those who tried
> and got text but no pictures.
>
> Operator error strikes again,
>
> 73, Rich WB1ASL

--

Regards,
Jerry Proc VE3FAB jproc@idirect.com
Web: www3.sympatico.ca/hrc/haida
HMCS HAIDA Historic Naval Ship, Toronto Ontario

Message-ID: <000801bee43d\$242e3aa0\$d2a7868b@me>
From: "Steve Hill" <SHILL@onaustralia.com.au>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Old Tube Radios" <boatanchors@theporch.com>, <bb6301@msn.com>,
<JohnD@battleship.org>
Subject: Re: U.S.S. MISSOURI Needs Your Help
Date: Thu, 12 Aug 1999 07:04:43 +1000

There are some important points that have not been mentioned here.

No 1).

Stop!

Step back and think about exactly what it is you want to achieve and how you plan to achieve it.

You MUST document what it is you plan to do.

Also remember that everything you do must apply best museum practices so before making any changes think about whether the change will be

better or worse from a museum practices point of view.

I can think of many examples where well meaning people plan to restore a ship to an earlier configuration, so they rip out the more modern fittings. However the earlier fittings may not be available so they end up with a ship that is stripped of many important fittings and not working anymore.

Remember. when you were given the ship it was working or close to it. It should be your ultimate aim to keep as much equipment working as possible. Thus when changing anything, think about how it will affect the ship as a whole.

Also remember that often, the modern fittings are just as significant as the original fittings.

What I am saying to you is do not rush into this project with WW2 imprinted in your brains with the intent of destroying anything not WW2. I have seen this happen before and it will lead to you having a dead boring ship.

There is of course nothing wrong with your aim to restore the shack to WW2 configuration, but think of 2 things before you change anything that is there now.

- 1) Do I have the equivalent WW2 item to replace the thing I am removing.
If the answer is no, then DON'T.
- 2) If I remove this item will it stop something working that is working now or will it take away from something else. IF the answer is yes, then STOP, think again about what you are doing. Can you make the existing system work some other way.

I wish you the best of luck with your project

Steve Hill VK4CZT
Secretary
Queensland Maritime Museum

<SHILL@onaustralia.com.au>
visit my military radio page
<<http://www.users.bigpond.com/SHILL>>
Brisbane. Australia.

>I've not been privy to the intentions of the group wishing to restore the
>Missouri's
>radio room back to a 1945 configuration so can't say whether their goal is
>*practical*
>or not. While restoring HAIDA's radio rooms back to their 1963 condition, I
>often pondered
>what it would have been like to do an *authentic* WWII restoration. Withe each
>passing year
>it becomes more and more difficult. Here are the problems that would be
>encountered in their order of importance.

Message-Id: <199908112230.PAA01382@scottie.eimac.cpii.com>
Date: Wed, 11 Aug 1999 15:21:54 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Paul Thekan <Paul.Thekan@eimac.cpii.com>
Subject: WTB: FT-107 & BG 78 BG 79
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hello to the group

I would like to find the mounting plate that snaps onto the bottom
the BD 77 dynamotor(or PE 73) mount. Would like to also find the BG 79
cover for the BD 77 dynamotor and the BG 78 cover for the BC 191 xmtr. I am
trying to find these items to a SCR 193 set.

Thankyou
Paul N6FEG

Date: Wed, 11 Aug 1999 23:43:49 -0400
From: "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>
Subject: DIATHERMY MACHINE & OTHER BOATANCHORS
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199908112343_MC2-80B9-C877@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
charset=ISO-8859-1
Content-Disposition: inline

Group,

Fifteen years ago, I essentially gave a fellow ham a slightly modified
BC-610-F, the main stipulation being that he had to come get it (he broug=
ht

along an extensively modified -E which I parted out). A few weeks ago, he called and said that he has to move into smaller quarters for various reasons and if I wanted it back under the same conditions, I could have it.

In other words, I had to go get it. Today, I took my Land Rover and 1-1/2 ton trailer and drove 400 miles to do that. I mentioned here earlier that

I was getting the -F back and was going to part it out, and several have responded with parts needed. I'm responding individually to the requests

but I'll say as a blanket statement that everything requested through yesterday appears to be there except for any nameplate under the PA Plate

Current meter. I remember this transmitter from when I first got it around

1966 and it never had such a plate. The legend was silkscreened.

We also loaded into the Rover some receivers and dynamotors, a couple of which will go into my collection and some of which may eventually show up

on one of my sale/trade lists, and a working TS-382C/U audio signal generator. I already have a B and another C, so if anyone would be interested in a B or a C, let me know (I don't care which model I keep).

Part of the cost of getting the extra goodies was having to sweat four gallons while loading it (shortly after turning off of I-45, the temperature in Dallas was reported on the radio as being 101 F). The other

was that I had to haul off a spark-gap diathermy machine. If anyone is interested in this thing, let me know. Otherwise, it's going out front on

the third Thursday. I was told that the spark gap was a triple gap. It also has two antique surface mount meters which I'll remove if it ends up

going out front.

73,
Robert Downs
WA5CAB
Houston

End of BOATANCHORS Digest 2633
